ODS 241

OBSTRUCTION DATA SHEET

ODS 241
LUBBOCK INTERNATIONAL AIRPORT
LUBBOCK, TEXAS

DIGITIZED FROM

OC 241
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11TH EDITION

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OBSTRUCTION DATA SHEET

The Obstruction Data Sheet (ODS) provides digital obstruction and runway data for use in aircraft arrival and departure planning. This information has been obtained using field survey and photogrammetric methods by the Photogrammetry Branch of the National Ocean Service in accordance with Federal Aviation Regulations Part 77 (FAR-77), "Objects Affecting Navigable Airspace" and FAA Nr. 405, "Specifications - Airport Obstruction Chart and Related Products."

The ODS is a derivative of the Airport Obstruction Chart (OC). The source OC is indicated on the ODS cover. All objects, both obstructing and nonobstructing, that carry an elevation on the OC are listed in the ODS. The ODS (and OC) depict a representation of objects that existed at the time of the OC field survey.

ODS information is arranged as follows:

1. Objects located in FAR-77 approach (including supplemental approaches if present) or primary areas are listed with the associated runway (reference runway). For example, all objects in the Runway 9R approach or primary are listed with Runway 9R. Distances to these objects are computed from both the physical end and threshold of Runway 9R. Objects in the Runway 27L approach or primary are listed with Runway 27L. (Objects in the common 9R/27L primary area are listed with both runways.)

2. All objects not included in "1" above are listed with the Airport Reference Point (ARP).

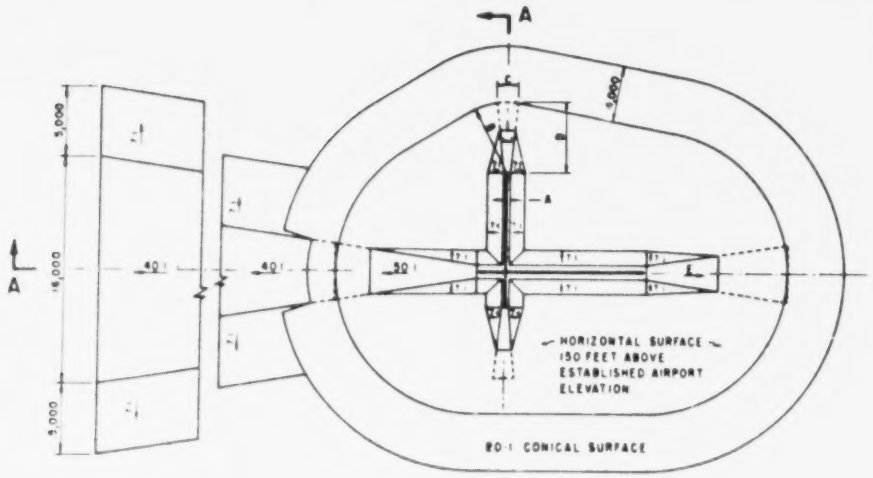
3. Runway configuration and runway lengths, widths, and elevations are presented on the ODS last page.

The FAR-77 imaginary approach surfaces for which the obstruction surveys were performed are coded in the ODS as follows (see footnote 2 on page 3):

A(V) ..... Utility runway - visual approach only
A(NP) .... Utility runway - nonprecision instrument approach
B(V) ..... Nonutility runway - visual approach only
C .... Nonutility runway - nonprecision instrument approach with visibility minimums greater than 3/4 mile
D .... Nonutility runway - nonprecision instrument approach with visibility minimums as low as 3/4 mile
PIR ...... Precision instrument runway
SUPLC ... Supplemental C underlying a B(V)

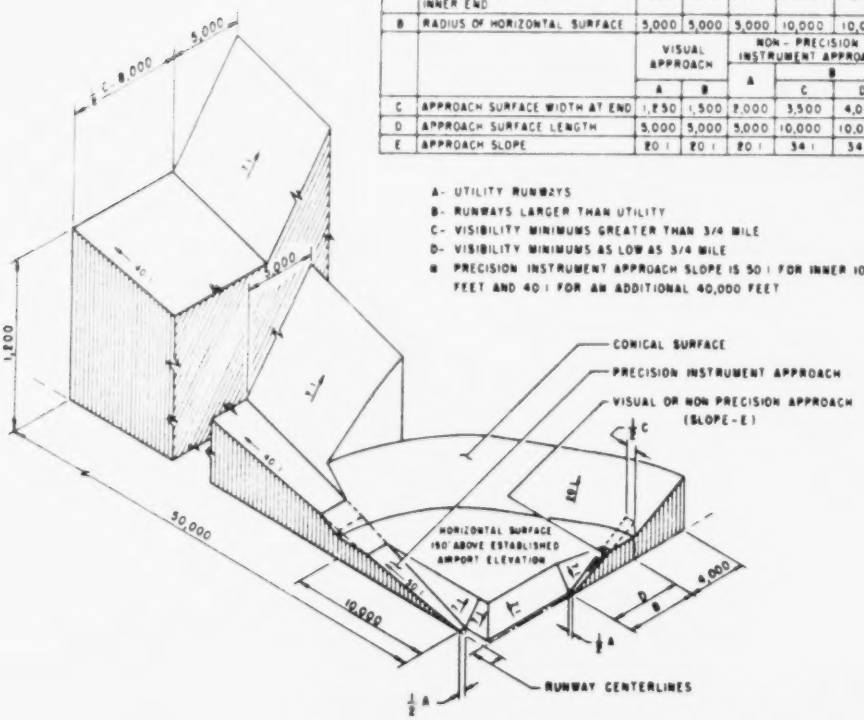
FAR-77 imaginary surface dimensions are defined on page 2 of this report.

Primary surface width is determined by the widest approach at the two approach/primary interfaces for that runway.



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
				A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	A	B	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	1,250	1,500	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A- UTILITY RUNWAYS
B- RUNWAYS LARGER THAN UTILITY
C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

FAR-77 CIVIL AIRPORT IMAGINARY SURFACES

ANNOTATION OF ODS DATA FORMAT

OC XXXX

AIRPORT ELEVATION XXXX

X^{1}	X^{2} XXXX/XXXX^{3}	XXXXXX.XXX^{4}	XXXXXXX.XXX^{4}	XXXXXXX^{5}	XXXX/XXXX^{6}	XXXXXX.XXX^{7}	XXXXXXX.XXX^{7}						
OBJECT		LAT	LONG	A^{8}	ELEV^{9}	AGL^{10}	HAR^{11}	HAT^{11}	HAA^{11}	DEND^{12}	DTHR^{12}	DCLN^{12}	PNTR^{13}
XXXXXXXXXXX		XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX
XXXXXXXXXXX		XXXXXX.XXX	XXXXXXX.XXX	XX	XXXX	XXXX	XXX	XXX	XXX	XXXXX	XXXXX	XXXX	XXXX

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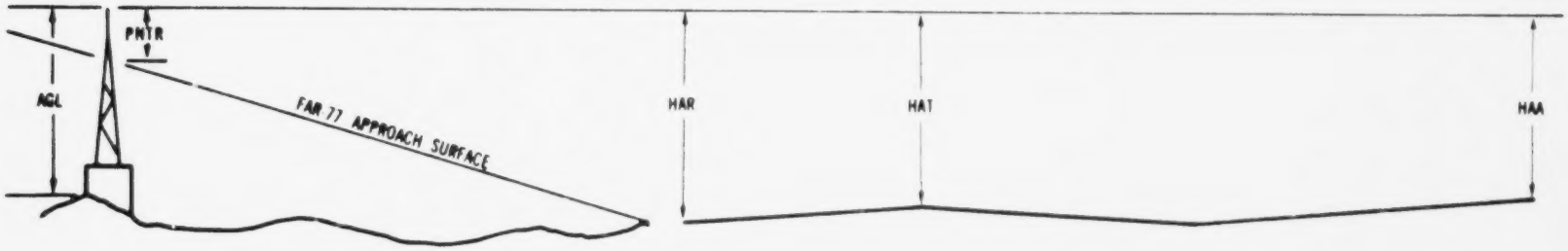
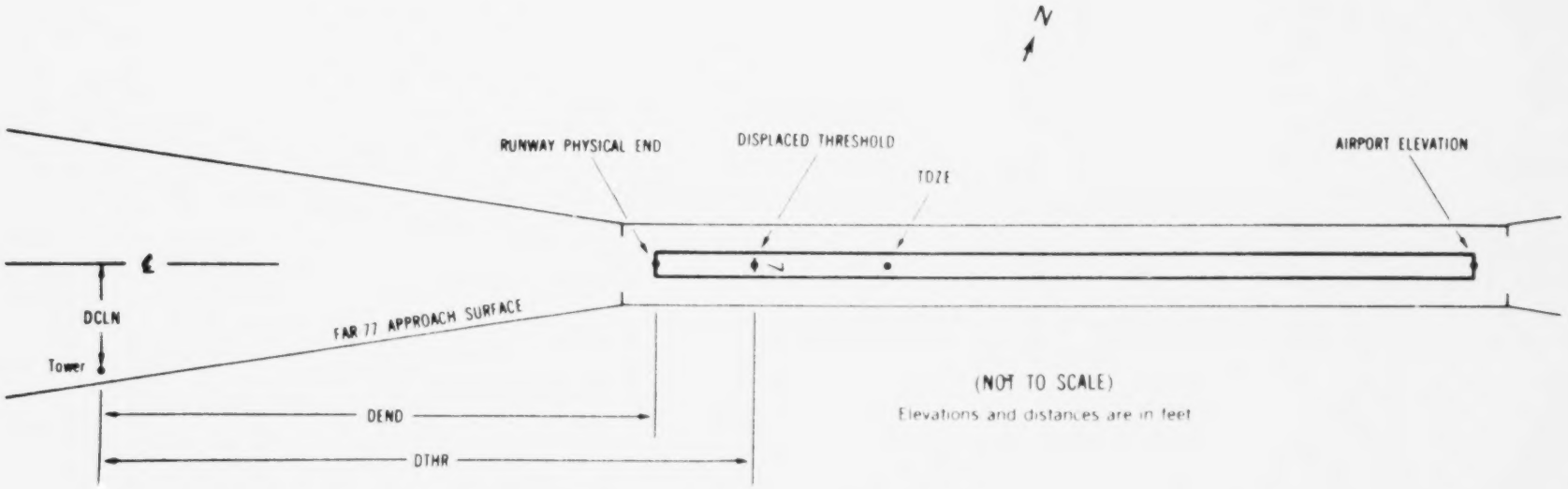




(NOT TO SCALE)

Elevations and distances are in feet

EXPLANATION OF FOOTNOTES

[1] Data block identifier. If a runway number is entered (reference runway), this data block will contain data pertinent to the reference runway and to objects in the FAR-77 approach and primary area of the reference runway. If ARP is entered, this data block will contain the ARP position and data relative to all objects not in an FAR-77 approach or primary area.

[2] For the reference runway, the lowest FAR-77 approach surface for which an obstruction survey was performed. (More than one surface may be surveyed.)

[3] Reference runway approach physical end elevation/touchdown zone elevation

[4] Latitude and longitude of reference runway approach physical end

[5] Reference runway geodetic azimuth reckoned clockwise from south

[6] Reference runway displaced threshold elevation/touchdown zone elevation

[7] Latitude and longitude of reference runway displaced threshold

[8] Accuracy Code:

Horizontal	Vertical
1 = 20	A = 2
2 = 40	B = 5
	C = 20

[9] Mean Sea Level (MSL) elevation at top of object. This value includes 15 feet added to noninterstate roads, 17 feet added to interstate roads, and 23 feet added to railroad tracks.

[10] Height above ground level (AGL). AGLs are provided only for those objects appearing on the OC that are equal to, or greater than, 200 feet AGL. AGL accuracy is ±10 feet.

[11] HAA - Height above airport
HAR - Height above reference runway approach physical end
HAT - Height above reference runway touchdown zone elevation

[12] DEND - Distance along reference runway centerline from point perpendicular to object to reference runway approach physical end
DTHR - Distance along reference runway centerline from point perpendicular to object to reference runway threshold
DCLN - Distance left (L) or right (R) of reference runway centerline as observed facing forward in a landing aircraft.

A negative value for DEND or DTHR indicates object is in primary area on roll-out side of zero distance point.

[13] PNTR - Penetration of indicated FAR-77 approach or primary surface (see footnote 2).

OC0241

AIRPORT ELEVATION 3281

8 C 3256/3256 333943.623N 1014943.293W 2693925

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
GROUND	333947.57	1014808.60	1A	3255		-1	-1	-26	-8006		352L	1
OL ON GLIDE SLOPE	333948.97	1014820.52	1A	3298		42	42	17	-7000		499L	44
BUSH	333946.33	1014859.55	1A	3258		2	2	-23	-3699		252L	3
POLE	333948.76	1014926.10	1A	3281		25	25	0	-1456		511L	25
OL ON LOCALIZER	333943.57	1014953.68	1A	3258		2	2	-23	878		0L	-18
LIGHT ON HANGAR	333947.85	1014954.14	1A	3268		12	12	-13	915		433L	-9
ANTENNA ON BUILDING	333946.24	1014954.23	1A	3268		12	12	-13	923		270L	-9
LIGHT STANDARD	333939.98	1015009.29	1A	3285		29	29	4	2200		355R	-30

26 PIR 3254/3255 333944.086N 10148 8.654W 0894017

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
POLE	333948.76	1014926.10	1A	3281		27	26	0	-6543		511R	25
BUSH	333946.33	1014859.55	1A	3258		4	3	-23	-4301		252R	3
OL ON GLIDE SLOPE	333948.97	1014820.52	1A	3298		44	43	17	-1000		499R	44
GROUND	333947.57	1014808.60	1A	3255		1	0	-26	6		352R	1

35R A(V) 3260/ 333906.583N 1014859.931W 1793841

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROAD (N)	333900.92	1014857.97	1A	3278		18		-3	573		162R	-1
FENCE	333900.11	1014901.94	1A	3268		8		-13	653		174L	-15
POLE	333850.70	1014901.84	1A	3286		26		5	1604		172L	-44

OC0241

AIRPORT ELEVATION 3281

17L A(V) 3253/ 333934.962N 10149 0.142W 3593841

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
BUSH	333946.33	1014859.55	1A	3258		5		-23	1149		57L	-42
ROAD (N)	333953.09	1014900.34	1A	3263		10		-18	1833		5R	-72
POLE	333953.25	1014903.49	1A	3281		28		0	1850		271R	-55

35L PIR 3241/3253 333902.462N 1014942.121W 1794008

OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL GLIDE SLOPE	334045.43	1014948.75	1A	3317		76	64	36	-10411		500L	40
ROD ON OL TRANSMISSOMTR	334045.13	1014948.42	1A	3294		53	41	13	-10380		472L	17
OL ON LOCALZER	333848.93	1014942.03	1A	3244		3	-9	-37	1368		0R	-20
OL ON DME	333848.69	1014938.63	1A	3260		19	7	-21	1394		288R	-5

17R PIR 3281/3281 334056.212N 1014942.907W 3594008

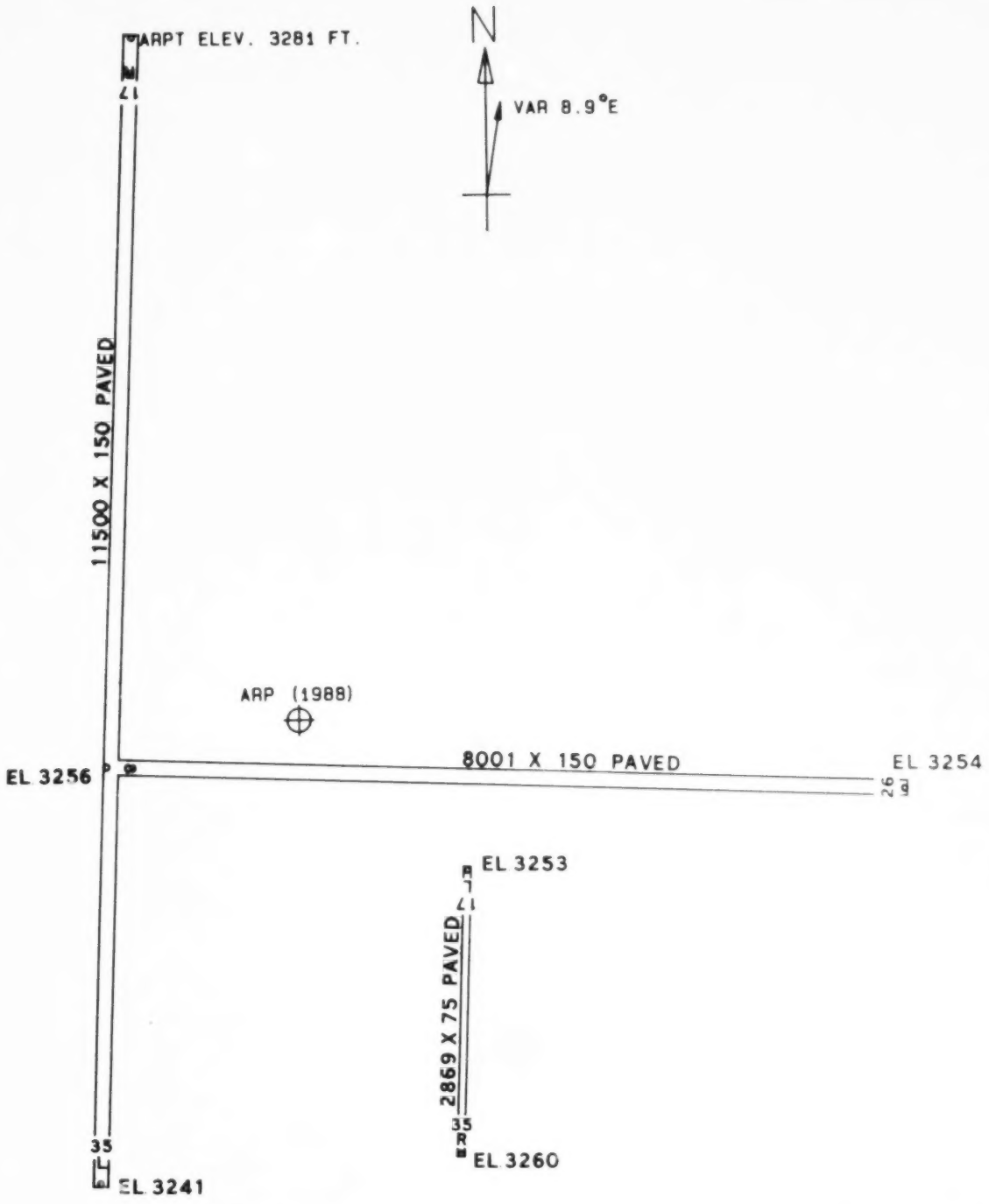
OBJECT	LAT	LONG	A	ELEV	AGL	HAR	HAT	HAA	DEND	DTHR	DCLN	PNTR
ROD ON OL TRANSMISSOMTR	334045.13	1014948.42	1A	3294		13	13	13	-1118		472R	17
ROD ON OL GLIDE SLOPE	334045.43	1014948.75	1A	3317		36	36	36	-1087		500R	40
ANTENNA ON BUILDING	334111.38	1014948.19	1A	3295		14	14	14	1536		438R	-13

OC0241

AIRPORT ELEVATION 3281

ARP 333948.854N 1014920.420W

OBJECT	LAT	LONG	A	ELEV	AGL	HAA	MAG BEARING	DISTANCE
ANTENNA ON OL ANEMOMETER	333951.33	1014933.32	1A	3275		-6	274 3	1118
ANTENNA ON OL CONTROL TR	333958.17	1014910.45	1A	3384		103	32 56	1263
ANTENNA ON BUILDING	333923.86	1014918.07	1B	3337		56	166 36	2534
ANTENNA ON OL RTR TOWER	333952.70	1014953.00	1A	3312		31	269 8	2781
FLOODLIGHT ON HANGAR	333937.05	1014954.19	1A	3273		-8	238 25	3094
ROD ON WEATHER RADAR	333928.84	1014852.46	1A	3306		25	121 39	3111
WINDSOCK ON OL FLOODLIGHT	333934.14	1014953.85	1A	3302		21	233 20	3193
ANTENNA ON OL RTR TOWER	334004.85	1014953.06	1A	3314		33	291 28	3198
ROD ON OL AIRPORT BEACON	333958.20	1014957.88	1A	3356		75	277 43	3304
BOX ON BUILDING	333927.40	1014952.53	1A	3309		28	222 29	3474
OL ON HANGAR	333920.09	1014852.93	1A	3298		17	132 28	3722
HANGAR	333917.33	1014856.78	1A	3275		-6	139 0	3762
ROD ON OL TANK	333923.87	1014846.91	1A	3386		105	122 49	3795
WINDSOCK ON HANGAR	333920.57	1015000.11	1A	3292		11	220 40	4408
WELL PIPE	334025.99	1014949.24	1A	3287		6	318 7	4475
ROD ON OL TRANSMISSOMETER	334042.69	1014949.21	1A	3294		13	327 1	5961
ANTENNA ON OL TANK	333922.80	1014809.08	1B	3414		133	104 41	6580
POLE	334102.07	1014952.36	1A	3320		39	331 4	7878
ANTENNA ON OL TANK	333808.62	1014848.95	1B	3389		108	156 23	10475



TOUCHDOWN ZONE RUNWAY	ELEVATION
8	3256
26	3255
17R	3281
35L	3253

LUBBOCK INTERNATIONAL AIRPORT

LUBBOCK, TEXAS

(NOT TO SCALE)